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REPORT

OF THE

PHILADELPHIA COMMISSION

TO VIENNA,

TO THE

Select and Common Councils

OF THE

CITY OF PHILADELPHIA.

PHILADELPHIA :

E. C. MARKLEY & SON, PRINTERS, 422 LIBRARY STREET.

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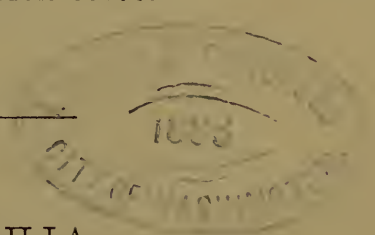
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REPORT.

Philadelphia, December 23, 1873.

To the Hon. William S. Stokley,
Mayor of the City of Philadelphia:

SIR:—The Commissioners appointed by your honor to represent the City of Philadelphia at the Vienna Exposition, and to collect such information as might aid our municipal authorities in carrying out the objects of the Centennial Exposition, to be held here in 1876, beg leave to report that we met in Vienna in July last, and presented our credentials to the Hon. W. H. Garrettson, United States Commissioner General, who received us very kindly, and offered us every assistance in his power to aid us in carrying out the objects of our mission, placing at our disposal an office in the United States Department of the Exposition Building, for the transaction of the business of the Commission. He also presented us with a letter of introduction to the Barón Schwarz Senborn, Director General of the Exposition, who expressed a lively interest in our Centennial, and a desire to do all in his power to promote its success.

THE EXPOSITION BUILDING.

The "Prater," in which the Exposition was held, is a public park, containing 900 acres, and the part of it used for the purposes of the Exposition covered about 575 acres, of which 286 acres were enclosed with a close board fence, 12 feet high, which cost about \$140,500. The buildings

are located about half the distance from the Grand Hotel in Vienna that ours will be from the Continental Hotel in this city.

The two principal steam railways connect near the buildings on one side, and a line of street cars reach it from the other. Three main avenues, about 80 feet wide, each meet near the entrance of the park, and connect with streets running into every part of the city. Mounted policemen are stationed at this point to control and direct the crowd of vehicles and pedestrians. The "Prater," which is the great place of resort for the Viennese, is a forest handsomely laid out with foot paths and carriage roads, and, without possessing the natural beauties of Fairmount, is a very attractive place of resort; its well-kept drives are thronged every fine day with carriages of all kinds, and thousands of pedestrians find rest and refreshment under the shade of its fine old trees.

No description can give an idea of the size and beauty of the Industrial Palace, with its magnificent dome—the largest ever constructed—and its elaborately ornamented façades and portals. It is built of bricks which are covered with German Portland cement of a soft neutral tint, in which the most exquisite "bass-reliefs" and statuary are modelled, having all the effect and beauty of "Caen" stone.

The Industrial Palace is 3,000 feet long by 575 feet wide, costing three millions of dollars. It covers 35 acres, being equal to the space occupied by Broad street, extending from Race to Locust streets, and including one-half of the blocks west of Fifteenth street, and east to Thirteenth street—the public buildings at the intersection of Market, if circular, and 352 feet in diameter, would give an idea of the dome.

The Machinery Hall is 2,620 feet long by 165 feet wide, and covers 9 acres—a line of shafting extends its whole

length, which is driven by steam engines placed outside the building—the entire cost, including the boilers, engines, and fixtures necessary to supply the power, being \$776,000.

The Agricultural Buildings cover 6 acres, and cost \$335,000; and the Fine Art Gallery, with 30,800 superficial feet of wall space, cost \$371,000. But these dry figures give a very feeble idea of the extent and magnificence of these buildings, nor can language describe the beauty of the untold collection of rare and wonderful goods collected in them from all parts of the world. Besides these immense structures there are several others of large size, together with about 140 buildings of various dimensions, representing palaces, pavilions, school houses, restaurants, dwelling houses of the different nationalities and of individual exhibitors, of various kinds.

The cost and extent of the Vienna buildings are given with a view rather to avoid than to emulate them either in magnificence or outlay; and while we should endeavor to celebrate our nation's Centennial in a manner worthy of our nation's dignity, it is not necessary in order to do so that we should attempt to imitate the grandeur and dazzling beauty of the expositions of the old world, but rather desire to appear for what we really are—a plain, practical, and common sense people. The cost of our buildings should be kept within the lowest possible sum consistent with ample space, as they are only of a temporary character. It is useless for us to attempt competition with the old world in external architectural effect; rather should we look to the beauty and convenience of the interior arrangements of the building.

THE HORTICULTURAL DEPARTMENT

at Vienna consisted of an oblong frame work, covered with canvas, in which displays of fruits, plants, and flowers were

held at stated intervals, but no attempt was made to have a grand display of all the products of the orchard and garden at one time. In this particular, the French Exposition of 1867 vastly excelled the Viennese, and with *our* varied products of fruits and flowers we can excel any other country if the necessary encouragement is given to our people by the erection of suitable buildings to receive their products. These buildings should consist of a grand conservatory for the general display, and smaller houses for the growth of fruits and flowers, and should be of permanent character, built at the expense of the City, so as to remain after the close of the Exposition as a winter garden and conservatory for the use and enjoyment of our people for all time.

MEMORIAL HALL AND MUSEUM.

One of the most beneficent results of former expositions has been the establishment of a memorial of the event by the erection of a suitable building to receive the mementos which would be offered at the close of the exposition, many of them of great historical interest, and all of them useful as the nucleus for the formation of a museum of art, science, and manufacture. Such was the origin of the South Kensington Museum in London, which was started at the close of the Exposition of 1851, in a small iron building, and which, by gradual accretions in the form of bequests, presents, and by purchase, has become one of the largest and most useful institutions in the world; it now has a very extensive range of buildings, covering several acres, and containing a magnificent collection of works of art and manufactures. Lectures are given by the best talent of the nation, and the institution supports no less than 940 schools, with about 38,833 pupils. In the construction of our Memorial Building this object

should be kept in view, the arrangements of its parts made to conform to the purposes of a museum, and no better memorial of our great Exposition could be devised than to hand down to posterity a collection of rare and beautiful articles which would doubtless be donated by exhibitors, who would be proud to become the patrons of an object which would perpetuate their names to posterity as public benefactors. A part of this museum should be set apart for a collection of articles of dress, furniture, paintings, &c., illustrating the olden times of this country. Many such interesting mementos of a by-gone age are now in the possession of our own people, who would doubtless deposit them as a loan for exhibition, if assurances could be given that they would be properly and safely cared for, and returned if required.

In the location of buildings of this character, in Europe, an eminence is always chosen, when it can be obtained, thereby increasing the effect of the structure, and of giving an extended view from its top.

It is fortunate for us that we have in our Park a site already prepared by nature for our Memorial Hall, and commanding a view almost equal to that from the "Gloriette" at Vienna. George's Hill possesses all the requirements for a building of this character, as it not only commands a magnificent view of the city and suburbs, but the whole of the Exposition Buildings could be seen from it at a glance. It should be approached by means of a wide avenue, proceeding from the west end of the Industrial Palace—with easy rises in the form of terraces, ornamented with statues of the great and good men of our country. The sides of the avenues should be planted with flower beds and shrubbery, and if made brilliant with fountains and cascades, it would scarcely be surpassed by any similar location in the world.

As the city authorities propose to furnish a portion of the funds necessary to erect this building, it is hoped that ample time may be given to build it in the most substantial manner, and for this reason it should not be considered as forming a necessary part of the Exposition Buildings. We most sincerely trust that no present expediency will be permitted to interfere with placing Memorial Hall in its proper location, as no present convenience for its use as a part of the Exposition can possibly compensate for the irreparable loss to all future generations, from having it placed elsewhere than on George's Hill.

WATER DEPARTMENT AND DRAINAGE.

The supply of water at the Exposition was entirely independent of the city supply, three separate works being erected on the grounds for this purpose.

1st. A fifty horse power steam engine and pumps forced water from wells into a stand pipe 138 feet high, with a tank at the top containing 8,000 cubic feet of water, as a supply for 100 fire plugs, 180 hydrants and water closets, and nine small fountains. Capacity from 16,000 to 18,000 cubic feet of water per hour.

2d. Two engines of fifty horse power each, with pumps forcing water from a well to supply two large fountains at the south entrance, and requiring 6,000 cubic feet per hour each, the water being returned to the well after passing through the fountains.

3d. Steam engine and pumps to draw water through iron pipes, driven through the gravel into the water level and collected into a reservoir 18 feet above the floor of the Machinery Hall, to supply the boilers, &c.

There were 11 miles of pipes laid, and the total capacity of all the works was equal to 7,180,400 gallons daily.

The sewage and waste water was carried off through a brick culvert connected with the Danube canal.

HOTELS.

A very large increase in our hotel accommodations will be imperatively demanded, as a very bad impression will be formed of us if, after inviting the whole world to come and see us, we fail to provide proper accommodations for their reception and comfort. Ten new hotels of large size and with handsome accommodations were built in Vienna, for 1873; besides about 45 hotels of various grades already in existence. It is said that accommodations were prepared for 60,000 strangers.

There should be erected several large hotels, which would not exceed the after requirements of the city, and others of a temporary character; say an entire block of ground covered with buildings, except an open space in the centre as a court yard for light and ventilation—these buildings could afterwards be sub-divided into small dwelling-houses, and thus serve a useful purpose at the close of the Exposition, and if located near the Park, would make desirable summer residences.

CONVENIENCE OF ACCESS.

It was found in Vienna that notwithstanding the large increase in the means of conveyance to the Exposition, they were totally inadequate to accommodate the public on gala days, when from 100,000 to 139,000 persons desired to attend. Professor Blake, of the Centennial Commission, states, on the opening day at Vienna, a line of vehicles extended from the gates of the Exposition Grounds to the

Grand Hotel, about $1\frac{1}{2}$ miles, and very many persons did not arrive until after the ceremonies had closed; that a wise policy requires that access to the Exhibition should not only be cheap but inviting; that no one will walk to see it a second time, as the fatigue of going through and examining a large exposition is sufficiently exhausting, and that persons should be set down at the doors of the building, and, if possible, into the building itself. Much discomfort was experienced at Vienna, by passengers, from being landed from 800 to 1,200 feet from the main doorway, and being compelled to walk this distance over rough gravelways, and unprotected from the heat of the sun or rain.

A very valuable addition to our means of conveying persons direct to the Exposition Grounds, might be found by the use of the Connecting Railroad for way passengers, by having a siding constructed into a station adjoining the Exposition Building, thereby landing passengers under cover and without fatigue. At the Crystal Palace, at Sydenham, near London, the cars pass directly into the building, the fare being included in the price of admission.

Your Commission is indebted for the following admirable report on the municipal government of the City of Vienna, and the ten pertinent suggestions to our own government, to Gen. C. H. T. Collis and his associates, Messrs. Hill and Elkins, who were appointed a committee for this purpose, and who remained in Vienna nearly four weeks, during which time they were in constant communication with the heads of departments, whom they found universally courteous and disposed to furnish them with all the information which they might find useful.

“The City of Vienna, though much smaller in its built up area, contains a population almost equal to that of the City of Philadelphia (700,000 being the present estimate),

and its people are engaged in manufacturing pursuits similar to those for which our own city is famous. It is considered one of the handsomest and most attractive of European cities; though it labors under the disadvantage of innumerable narrow streets, with us more properly called alleyways, which are badly lighted and poorly cleansed.

“The modern city, however, upon the construction and adornment of which millions have been lavished, both by the government and individual and corporate enterprise, is a model of stability, architectural grandeur and system, perhaps unexcelled in the world. This has been the work of the past ten years, and its success is alike attributable to the advanced views of the reigning Emperor, the generous encouragement of the government to private enterprise, and the study of similar improvements in other parts of Europe and in America.

“The old City of Vienna was formerly surrounded by fortifications covering a vast extent of land, and resting at both flanks, upon the banks of the Danube Canal. Within the past few years these works have been abandoned, the ground levelled, graded, and drained, plotted out into rectangular blocks, with wide streets and avenues, many of the blocks being covered by imposing edifices and superb residences, and many of them laid out as public parks or ‘squares,’ planted with shade trees and flower beds, and laid out with well kept walks and lawns. When this change, which was to produce such a marked effect upon the future prosperity of Vienna, was determined upon by the government, one of the earliest enactments in reference to the project, was the passage of an ordinance by the municipality, providing that all buildings of a certain superior class which might be erected upon this new ground within a given limited time, should be *exempt from municipal taxation for thirty years.*

The effect, as may be imagined, was magical. Thousands of workmen and millions of dollars were at once employed. Churches, hotels, opera houses, theatres, stores, club houses, and dwellings covered the entire space in a couple of years; and the visitor who returned to Vienna after an absence of that period, instead of finding half a million of people crowded together in high narrow houses, built upon cramped and crooked lanes and alleys, found a city possessing the stable appearance of London, the beauty and brilliance of Paris, and the system and regularity of Philadelphia; and he well wondered how this had all been brought about.

“It would be unfair, however, in us to report that there was not, and is not, serious opposition in Vienna to this system of exemption, which has not been confined exclusively to the improvements on the fortifications. The city, like the nation, is almost hopelessly in debt, and its revenues are sadly in need of the aid which would be obtained from this source, but for the exemption law. On the other hand, it is contended, that after the lapse of a quarter of a century, the revenue from this locality will, in another quarter of a century, amount to sufficient to redeem the whole debt of the city; and without espousing either side of the question, it may be safely said, that but for the exemption law, Vienna would not to-day hold the prominent position she occupies among European capitals.

“Many of the finest public buildings, hotels, and private residences, are of a delicate buff color, and have the appearance of cut stone, although they are generally built of bricks, afterwards covered with Portland cement, which admits of very elaborate ornamentation by means of statues, bass-reliefs, carved window and door heads and sills, cornices, etc., the work being done very rapidly and at a small expense.

"These buildings having withstood for years the severe frosts of this climate, which is quite as cold in winter and as hot in summer as our own, there is no reason why this style of building should not be introduced here, and it might be very advantageously used in the construction of buildings of a temporary character in 1876, and it would relieve the monotony of our red bricks if introduced into the city generally.

"When it was determined by the Austrian government to hold a World's Fair at the capital, one of the earliest subjects which demanded and received the study and attention of her officials was the condition of the City of Vienna and her surroundings. The site for the Exposition Buildings having been selected, a thorough inspection was made by a corps of army engineers, in conjunction with the engineers of the municipality, of the approaches to the city itself, and the avenues of travel from the city to the Exposition Grounds. The result of this examination was a report containing suggestions involving heavy expenditures for widening, draining, and repaving streets, constructing new and repairing old bridges, macadamizing public drives, planting young shade trees, beautifying public squares and parks, tearing down and building up again of public buildings, increasing the supply of gas and of lamps, and laying miles of additional gas and water pipes; and nearly all the suggestions made were carried out. The authorities candidly admit that these improvements were upon a larger and more extravagant scale than was at all necessary for the occasion; but the "Exposition fever" had possession of the people, and it was the favorable opportunity to procure money and moral support for projects which at any other time would have been discouraged.

"It was estimated that the expense of making these alter-

ations and improvements, and sustaining the force of civil officers to be added to the ordinary force, would amount to several millions of dollars, and yet the city government was without a penny in its treasury which was not otherwise appropriated. At this juncture the General Government agreed to advance a sufficient amount to commence the improvements, said advance to be reimbursed out of a loan thereafter to be created. Then arose the question of the best and surest method of negotiating for the large amount of money required. Austria had already exhausted, in this respect, the confidence of her neighbors, and her own capitalists could not be expected to come to her aid unless at exorbitant rates of discount. Who ultimately suggested the successful plan we did not hear, but the government did raise \$35,000,000 by issuing 1,500,000 certificates of loan, redeemable in fifty years, of 50 florins (\$25) each, giving each contributor a chance in a lottery, to be drawn four times in each year, and disbursing \$2,000,000 in prizes, the highest prize being \$150,000; each contributor, whether successful in the lottery or not, being entitled to draw three and a half per cent. per annum upon his investment. The desire of the people to make the Exposition a success, which was kept constantly alive by the press, public orators, and imperial decrees, coupled with the dazzling hope held out to them by the lottery, kept the city government amply supplied with funds for its extraordinary improvement.

“The only extra tax levied for Exposition purposes, was one which, we think, was exceedingly unwise, and resulted in serious injury to the Exposition enterprise. It was an increase in the rate of tax upon lodgers. With a city of so large a population, containing only 15,000 houses, making an average of fifty persons to a house, it can be imagined

that the residents are nearly all lodgers, that is to say, they are tenants of 'apartments.' During the Exposition year the owners of these houses were taxed *four per cent.* upon the rent paid by their tenants, the charge being based upon a return made by the landlord, certified to by all his lodgers, and the penalty for a fraudulent return being a fine of ten times the amount of the rent paid in the whole building. All this resulted in fixing extravagant rates, necessitating an advance in price of the commodities dealt in by the tenants themselves, thus making Vienna the dearest city in Europe during the year 1873, when, on the other hand, *the government should have conduced to making it as attractive in prices as in adornment.* In ordinary times real estate is taxed for national revenue 16 per cent. of its *literal* rental valuation, and for municipal purposes, 17 per cent., making together 33 per cent.; but in time of war or flood, or to meet the expense of an extraordinary municipal improvement, such as that now going on in the change of the course of the Danube, an additional tax is levied. There is also an income tax, which applies to corporations as well as individuals, and an excise is levied on tea, horses, dogs, carriages, plate, jewelry, and precious stones. The tax on carriages is \$13 per annum. In other words, the Austrian people are, perhaps, more heavily taxed than any other people in Europe. The only real estate exempted from taxation are churches, public schools, municipal and government buildings, and ambassadors' and consuls' residences.

"Having determined upon the public improvements to be made, and having matured plans to secure the necessary money therefor, the municipal government next turned its attention to ascertaining the capacity of the city for accommodating visitors, and to the allotment of lodgings. Private enterprise was also at work as soon as the Exposition became

an established fact, and sites were selected and the work commenced upon several grand hotels. In a few months the authorities were enabled to report that the hotels had a capacity for 10,000, private lodgings for 25,000, and the city government itself arranged to accommodate in its public buildings 2,000. They also reported that upon an emergency the city would be capable of providing from 50,000 to 60,000 beds. *This emergency, however, never arose.* The city government then embarked in an elaborate system of establishing 'bureaus of information for lodgers,' etc., prepared daily lists of boarding and lodging houses, with their location, prices, and other data; these lists were printed and posted in railway and police stations, and other conspicuous places, and handed to visitors, upon their arrival, by 'commissionaires' employed for that purpose; but the authorities early discovered that they had wasted much time and money upon this useless organization, and soon abandoned it. The telegraph had enabled tourists and others to arrange beforehand for lodgings, without the aid of the cumbersome 'bureau of information.'

"The municipal government of Vienna undertook, also, to secure a wholesome and abundant supply of provisions during the Exposition season, and to this end dispatched police agents to the provinces to induce farmers to send their produce to Vienna in preference to other markets. A large corps of detectives was constantly employed upon the country roads and railway stations, and in the public markets, with power to examine the condition of food offered for sale, and to destroy such as did not pass inspection. Facilities on a grand scale were also extended to persons who were willing to run the risk of bringing large supplies to the city. For instance, one corporation received authority to erect booths in the public streets, free of charge for rent, conditioned that

they would sell beef at seventeen cents per pound, while the regular retail price was twenty-two cents. This company bought up a large supply of cattle and secured a monopoly of the beef market; still, like many other enterprises, based upon the belief that the city would be crowded with visitors, it was financially a failure.

“Having thus ascertained what the authorities had done which was entirely new, and in addition to their regular system of government, we next examined their permanent departments, and inquired what they had each done to meet the requirements of this extraordinary occasion, and what additional regulations, if any, had been made in regard to the police, gas supply, water supply, public vehicles, fire department, drainage, local telegraph, etc. We will, in their order, report the result of our inquiries.

POLICE.

“The police force of the city of Vienna is 1,600 privates, or *one to every four hundred and thirty-seven souls*. For the Exposition year, it was increased by the addition of 850 privates. (For a similar purpose, the London police force was increased 1,400 men in 1851; and the Paris force 1,000, in 1867.) The appointments are all made by the mayor of the city, and continue during good behavior, or until the officer has served a certain number of years, when he becomes a pensioner. The salaries per annum are as follows :

1 Central Inspector, -	-	-	-	-	-	\$1,225
4 Chief Inspectors, each,	-	-	-	-	-	1,000
5 Ward Inspectors, at	-	-	-	-	-	750
5 Ward Inspectors, at	-	-	-	-	-	650
6 Ward Inspectors, at	-	-	-	-	-	550
44 Precinct Inspectors,	-	-	-	-	-	475
92 Sergeants, at -	-	-	-	-	-	350
92 Sergeants, at -	-	-	-	-	-	320
1,229 Policemen, at -	-	-	-	-	-	180
1,240 Policemen, at -	-	-	-	-	-	180

“The annual cost of maintaining this force, including all expenses of every character, is \$787,740.

“For the purposes of the Exposition, the force, as already stated, was increased by the addition of 850 men, at an additional cost for the season of \$404,500. These men having much more arduous duty to perform than the ordinary patrol duty, received an extra compensation of 40 cents per diem, paid out of the *National* Exposition fund. They were all picked men, promoted to this duty and extra compensation, as a reward for faithful service. The police force of Vienna, like that of other European cities, is composed principally of men who have seen active service in the army, and who wear upon their breasts the medals of merit bestowed upon them by the government. They are, as a rule, well made and well dressed, intelligent and courteous.

[The Metropolitan Police force of London is 10,000 strong, the city police 800 strong; being one policeman for every 371 souls. The police force of Paris consists of a civil guard of 4,000 gendarmes, and a city police, called sergeants de ville, 3,570 strong, being one to every 229 souls. As stated above, that of Vienna is 1,600, or one to every 437 souls. Yet, Philadelphia, with a population of 726,000, has a police force of only 1,000 men, or one to every 726 souls. And in this connection the fact should be remembered that every European city has a large military garrison.]

“We found the police authorities of Vienna very familiar with the similar organizations in America, and they expressed their surprise at our ability to preserve life, property, and the public peace, with forces bearing so small a proportion to the population.

“To show the necessity for a large increase in our police force in 1876, the following statement of the number of visitors to the various Expositions held heretofore, and which

were kept open from five to six months, will be of interest at this time.

1851, London,	-	-	-	-	6,039,195	visitors
1855, Paris,	-	-	-	-	5,162,330	"
1862, London,	-	-	-	-	6,211,030	"
1867, Paris,	-	-	-	-	10,151,728	"
1873, Vienna,	-	-	-	-	7,254,000	"

of which 2,000,000 were free, and 5,254,000 paid for admission—the largest number present on any one day was 139,073 persons on the closing day. It was open 186 days, the average daily attendance being 40,000 persons. It is customary at these large displays for the bulk of the visitors to spend the entire day at the Exposition, taking their meals at the restaurants—these will probably be two-thirds of the daily attendance, and will desire to enter the building within the hour after its opening and wish to return during the hour of its closing—this will require, on gala days at least, means of conveyance, and police regulations to convey, and keep in order, about 80,000 persons passing into and leaving the Exposition within an hour during the morning and afternoon.

GAS.

“Perhaps there is no one feature in which the cities of Europe excel our own more strikingly than in that of illumination, and yet, strange to say, the gas is so inferior to ours in quality, and so offensive to the smell, that for indoor purposes candles or oil lamps are universally in use, and are even preferred by Americans long resident abroad.

“Street lamps with us seem to have been instituted to serve as guide posts to the traveller between long intervals of space, whilst in Europe their object is to create an artificial light by night, as closely approximating that which

nature supplies by day, as it is possible for art to accomplish. These lamps are placed upon *each* side of the street, at an average interval of sixty feet. They are kept cleanly and in excellent repair, lighted at twilight, and kept burning all night. In Vienna the gas is at present supplied by a private corporation, which is under contract with the city to supply it with gas, pipes, fixtures, etc., until the year 1877. The cost to the city, under this contract, of a lamp burning all night, at the rate of five cubic feet per hour, is \$33.07 per annum. The average cost to the city is seventeen and a half cents per hundred English cubic feet. The rate to private and public householders and shopkeepers is about fifty per cent. higher.

“The city authorities being of opinion, however, that they can manufacture and supply gas at a lower rate, and in a more satisfactory manner than at present, are now erecting two extensive works, one at each end of the city, at a cost of \$7,500,000, which amount has been appropriated for that purpose.

WATER SUPPLY.

“There are no water works of any description in Vienna, excepting a small reservoir in the northern part of the city, with a daily supply of 176,000 barrels. The population is dependent entirely for its supply of water for household purposes, upon private wells and pumps, the well water being very disagreeable to both taste and smell; and for street watering purposes, upon a supply conducted by means of pipes tapped by plugs, from an inlet of the river Danube. From which it may be conjectured how unfavorably the home comforts of Vienna in this respect compare with those of our own city, in what we call ‘modern conveniences.’

PUBLIC VEHICLES.

“There are three classes of public vehicles in Vienna, viz. : street railways, omnibuses, and cabs (700 omnibuses and 2,500 cabs ran to the Exposition). Passenger railways are located on the principle avenues of the new city, omnibuses are used through the narrow streets of the old city, and cabs are to be found at public stands in the vicinity of all the hotels, government buildings, and public places of amusement. All these vehicles travel much more rapidly than with us ; the fare is considerably less, and the management much more perfect. The authorities were unanimously of opinion that the horse car, against the introduction of which there was at one time great and influential opposition, is really the only practicable means of transportation, and wherever it can be, it is being introduced. It was, we confess, rather humiliating to us, representing as we did an inventive nation, to find that the problem of protecting the proprietors of horse railways from the peculations of dishonest employees, had been solved by the Viennese in a manner so simple, that if introduced here the Slawson box, Ridgway car, and the patent registering bell would be at once abandoned. The plan is simply this : Each conductor when he leaves the depot is supplied with a packet containing, say 250 tickets, pasted together at the edges, and printed on very thin tissue paper. The uppermost ticket is numbered ‘1,’ the next ‘2,’ the next ‘3,’ and so on up to 250 ; for every fare or passage ticket handed to the conductor, he gives the passenger in exchange one of these slips (from which the corner is torn) bearing a serial number ; a censor, employed by the company, enters the car at short intervals and calls for and examines these checks, and a passenger not having one is required to pay his fare and receive

one of these checks as a voucher, which slip the passenger tears up or throws away upon leaving the car. At the end of the journey the conductor hands in the balance of his package, and is charged with the number of missing slips. We have the best authority for reporting that this method has been in practice for over two years, and has been found an absolutely successful protection against dishonest employees, and the conductor is enabled to devote the greater part of his time to the comfort of the passengers, which with us is occupied in punching tickets and registering the fares.

“Each cab driver carries a supply of tickets containing the ‘tariff of prices,’ with which he is compelled to supply his passenger upon entering his cab; they are required to pay an annual license, but during the Exposition season, in order to encourage an increase of these vehicles, an ordinance was passed permitting every person who paid a license for two cabs to run a third one without license, of which law the owners all availed themselves. A substantiated charge of imposition made against a cabman is punishable by fine, and the chief of police is invested with the powers of a magistrate for this purpose; a second offence is brought to the attention of the mayor, who is clothed with the power of summarily revoking the license. These regulations are so rigidly enforced, that an overcharge by a cabman is a matter of rare occurrence.

“Each policeman is supplied with a book containing the legal charges, and other laws and ordinances which he may be called upon to enforce; a similar book placed in the hands of our policemen would aid them in the discharge of their duty, and enable them to see that stranger or citizen is not imposed upon. The telegraph was also brought into requisition, to enable a person entering at one portal to call his carriage to meet him, for which purpose driver and passen-

ger were furnished with tickets bearing corresponding numbers.

"It may be well just here to mention, that among all the cities we visited in Europe, we found none that afforded to the public the same facilities for easy conveyance from place to place, as is afforded in Philadelphia. In fact we were informed by a prominent railway official in Brussels, that all the passenger railway men of Europe were familiar with the 'splendid net work of railways in Philadelphia;' and we found many persons who were advocating the laying of rails in every street, to facilitate ordinary travel, without regard to their use by passenger cars.

FIRE DEPARTMENT.

"Probably the memory of the oldest inhabitant does not carry him back to a period when the 'Fire Department' of Philadelphia was in as primitive a condition as that of the city of Vienna is to-day. It consists of 30 small hand engines, as many water-butts, three or four fire escapes, and 140 men. The fire alarm signal telegraph, though not unknown, is not established, because (as was contended against the introduction of the system here) *'it would encourage false alarms.'* Instead of it, there is a system of local telegraphy from fire station to station, erected at a cost of \$130,000. The first information of a fire is generally obtained from the steeple of St. Stephen's Cathedral, from which point the news is telegraphed to the different stations, which are eight in number, and the engines are then drawn principally by man power to the scene of the fire. Arriving here, they are pumped by persons employed upon the spot from the crowd, or by a corps of street sweepers (lads of about 18 years of age), who, upon hearing an alarm, are required to cease work upon the streets and proceed to the fire. The water

is procured from the nearest private wells, carried in buckets to the receiving butt, and from it pumped into the engine. Upon receiving information of a fire, a policeman is warranted in taking possession of any public or private vehicle, and proceeding in it to the nearest fire station. (All this, of course, would be obviated by our telegraph system.)

“ We were favorably impressed with the dress and equipments of the firemen. In the hot season, the uniform consists of a suit of gray linen duck, and in winter, is somewhat similar to our own; each man carries some useful implement, so that when the fire is reached, axes, hooks, ropes, etc., are ready at hand. The fire escape is simple, exceedingly portable, and in a city built like Vienna, often renders efficient service. It consists of a canvas pipe (so to speak), about three feet in diameter, and of sufficient length to be used from the roof of the loftiest houses in the city; at one end is a bar of oak about four feet in length, which serves to secure the top of the bag between the sills of the window. We were favored with an exhibition of the fire escape drill, which demonstrated that in two minutes and a half after the arrival of the apparatus upon the scene, a person could be rescued from the third story of a burning building. We were impressed also with the arrangements for supplying meals and lodgings to the firemen. All this was conducted with system, comfort, and economy. On the whole, however, we feel bound to report that no town of 10,000 inhabitants in the United States is so deficient in means to extinguish conflagrations as is the city of Vienna; and what was most surprising, when we referred to the systems of our own cities, our steam engines, hose trucks, plugs, water supply, and telegraph signals, we found that we were imparting no news; they had heard of it all, but still preferred their own, and satirically remarked that all these things had existed in

'Chicago' and 'Boston.' Naturally, this set us to thinking, and from this exhibition of what we deemed absolute incapacity, we learned our most valuable lesson in Vienna. There exists an ordinance in that city, which requires that between every house there shall be a partition wall running from the foundation to the roof, and a battlement wall three feet above the roof, of sufficient thickness to prevent the communication of fire from house to house. Hence all fires are confined to one building, *and the necessity of an expensive fire brigade is avoided.* Thus could Chicago have been saved from desolation, and thus could insurance companies and real estate owners, in all our cities, be spared the heavy losses that seem periodically to befall them.

"The fire brigade at the Exposition Grounds was a separate and distinct organization, under the control of the Director General, and in no way connected with that of the city, unless it should require reinforcement, in which case, of course, it could call upon the city government for assistance. The water at the Exposition, for fire purposes, was supplied from wells bored on the Exposition Grounds. As is well known, a very serious fire did occur amongst a quantity of rubbish from packing boxes, stored beneath the floor of the Exposition Building, but it was promptly extinguished by the fire brigade, engineers, and police.

STREET CLEANING.

"The streets of the city proper, of Vienna, are cleaned by contract, by a corporation, at a cost of \$395,000 per annum, of which the passenger railways pay a portion, in proportion to the space occupied by their tracks. The principal streets are required to be swept *twice in each day*, and watered in the summer season *three times a day*.

“In the outer wards of the city this work is performed by the municipal government itself, for which purpose it employs men, women, and boys (the women performing quite as much of the labor as the men)—and the streets are cleaned only twice in each week.

“The following additional items of information we may mention as not embraced under the foregoing heads.

“There were few, if any, pickpockets at the Exposition, such offenders being so summarily and severely dealt with in Vienna, that they have absolutely been driven away. If a professional thief is found, he is at once sent under guard outside the city, and, upon his reappearance, is committed to jail.

“There is no restriction whatever upon the sale of beer and light wines, by any person who desires to engage in the traffic; but licenses to sell spirits are granted only to the most trustworthy persons, and are revocable by the mayor upon the substantiated complaint of any citizen that the regulations regarding its sale have been violated, *and cannot be reissued to the offending party.*

“Having thus given in as compendious a form as the subject justified, an outline of the information gathered by us in Vienna from the city authorities, it will not be out of place to make a few suggestions to the municipal authorities of Philadelphia, which, we are of opinion, may be profitably followed.

“In the first place it should be remembered that strangers are apt to base their opinions of the countries they visit upon what they see at their capitals. Paris is France—Vienna is Austria—London is England. So in 1876 Philadelphia will be the United States, or at least ought to be, if we are true to ourselves. Our neighbor, New York, will no doubt be dressed in her holiday attire, and will do her best to make

her city so attractive, that Philadelphia shall only be visited by foreigners for the purpose of examining the Exposition; doubtless *fast* and *cheap* excursion trains will be run daily from New York to Philadelphia, carrying passengers from Jersey City to the Exhibition Grounds, *direct*, in two hours, and conveying them back again in the evening at the same rate of speed.

"Other roads having termini in Philadelphia, will offer the same inducements for daily visits. This has been the experience of London, Paris, and Vienna, and manifestly will be the case with us.

"What shall we do to induce visitors to spend days with us, instead of hours?"

"Your committee are of opinion, that this, after all, is the *real* problem for the municipal authorities to solve; and for two great reasons, a patriotic and a selfish one.

1. We desire that our own city shall be accepted as the type of American industry, enterprise, advancement, domestic comfort, and social refinement.

2. We desire that our own people shall be benefited by the outlay of money always incident to an influx of sight seeing visitors.

"The exhibition itself is in good hands, and will be made attractive if properly fostered by the city government. What then is there for the city government to do?

"1. Make Fairmount Park *par excellence*, the grandest park in the world. This is by no means a difficult undertaking. In the first place its natural beauties and advantages excel those of any other in existence (Phoenix Park, in Dublin, being the only one that compares with it in this respect). The Bois de Bologne in Paris, the Prater in Vienna, Hyde Park, Regents Park, and Sydenham, in London,

are all works *exclusively of art*. Nowhere but in Philadelphia do two such charming streams as the Schuylkill and Wissahickon meander through the public pleasure grounds, and thus contribute to the ingenuity of man.

"2. Make the approaches to Fairmount Park attractive. Let your streets and avenues be well paved and curbed with granite (this pavement is now becoming universal in Europe), and where new streets are opened or widened, encourage the erection of handsome buildings thereon.

"3. Put Broad street, from its northern to its southern terminus, into such superb condition as to lighting, paving, curbing, and planting of shade trees, that all the world may speak of it as a far more imposing avenue than the Champs Elysees in Paris, which at present stands unrivalled.

"4. Enable every person to travel to the Exposition Grounds from any part of the city, in a passenger railway car, at the minimum price charged by the passenger railway companies of any other city in the Union. Give to these corporations every advantage of right of way, and afford them all reasonable facilities they may request; *but insist upon a reduction of the fare to five cents per trip*. The argument that Philadelphia companies cannot afford to carry passengers at New York rates, because they carry less passengers than are carried in New York, may be a sound one to-day, but will not apply during the exposition months of 1876. *If the railway companies do not acquiesce, then the city government should take possession of the roads, which they have the right to do, first compensating the stockholders as the law requires*. To charge the stranger 40 per cent. more railway fare than he is charged in New York, would create an unfavorable impression against Philadelphia at the outset, and would be likely to lead to the inference that in every other respect our charges bore the same proportion of excess.

"5. Hasten to completion all public works now in course of construction, such as the Public Building, South Street, Fairmount, and Girard Avenue Bridges, and place existing works in the best possible condition of repair. The public squares, which in most cases are a public disgrace, should demand the immediate attention of Councils, and the expense of placing them in a condition worthy of the coming *great occasion* should be included in next year's estimates of expenditures. It is idle to suppose that this work which *must* be done sooner or later, can be deferred until 1875 or 1876. *It must be commenced next spring and continued during the summer.* Foliage, flower beds, grass plots, and walks are not the product of a single season. They require *time*, and that commodity is already too limited. Old Independence Hall will attract general attention, second only to the Exhibition itself, and the appointment of the excellent committee now having in charge the work of restoration of that historic building, is a commendable step in the right direction. It is to be regretted, however, that the exigencies of the city government having prevented the removal of the modern wings and the new Quarter Sessions Court House, Independence Hall will not present the exact appearance it did a century ago.

"6. Improve the footways and roadways of the streets not already laid with the most approved pavements. At all events let such streets as will be mostly travelled, present an appearance, in this respect, worthy a great people, so that it shall lie in no man's mouth to rebuke us with being behind the times.

"7. Remove all such obstructions to the sidewalks as exist, where the buildings project beyond the new line of your principal thoroughfares, for example, on the south side of Chestnut street, at the corner of Tenth street. Get rid

of unsightly telegraph poles, and prohibit the erection of awning wings.

"8. If the money can be spared, erect a new bridge across the Schuylkill at Walnut street, obliging the contractor to complete it, ready for use, on the 1st of May, 1876.

"9. Render every facility to individuals or corporations who desire to cater to the amusement of visitors, by laying out gardens for musical and other entertainments; in other words, do everything in your power to provide rational and proper entertainments for your guests.

"10. Above all else, take every precaution to make the sanitary condition of the city perfect. It matters not how grand may be the preparations for this great event, if a *suspicion* gets abroad that an epidemic exists, the enterprise will prove a failure.

"These suggestions may be open to the objection that they involve a large expenditure of money, but the city authorities ought to remember that this not a mere display of fireworks, to gratify for the instant, and then pass away among the clouds. These improvements are not for a day or for an hour; they are for the next and the next generation of Philadelphians.

"The advantages of the Exposition are not all to be reaped during the exhibition weeks of 1876. It is simply an epoch which will *compel us* to take such a position among the great cities of the world, as in the ordinary course of events we would not reach for a quarter of a century. This one hundredth anniversary will be to Philadelphia a new birth, a fresh start, in all her *metropolitan* attire. The authorities will feel themselves stimulated by popular demand for a comprehensive system of improvement, which will be more potent even than the efforts of citizens' associations and

newspaper editorials have been in the past. It ought in fact to be a matter of congratulation to every public spirited citizen, that an event is approaching which will justify the city government in organizing a system of repair on a scale which they have not felt themselves at liberty to do in the past, and unless the government receives the cordial support of the people in these undertakings, it may be that some enterprising neighbor may filch from Philadelphia what properly belongs to her, and what she will acquire if she be only true to herself."

We cannot close this report, without testifying to the uniform consideration and attention shown us, not only by the local authorities of Vienna, but of other places we visited, and the universal interest manifested by all classes of persons we met with, to gain all the information possible about the Centennial Exposition in 1876; the manufacturers of Europe especially feel the importance of being properly represented on that occasion, and will largely avail themselves of this only opportunity which has ever occurred in this country, of exhibiting their goods in a new and very extensive market, and among a people who will doubtless become purchasers to a large extent.

We were most cordially received by Honorable John Jay, our distinguished minister at Vienna, who expressed the greatest interest in the success of our mission, and desired his private secretary, Mr. Delaplaine, to introduce us to municipal officers, and to whom our thanks are especially due for much kind attention and valuable information. Our Consul, General Post, also very kindly offered us his services.

During our stay in England we were tendered a public reception by the municipal authorities of New-Castle-on-Tyne, who desired to be informed of everything appertaining to our Centennial Exposition, which was fully explained by Director

General A. T. Goshorn and Centennial Commissioner Lewis Waln Smith, Esq., who were present on the occasion, and were the recipients of marked attention.

With the consent of your Honor, and in behalf of the city authorities, we presented the large map of the City of Philadelphia, which was shown at the Exposition, to the Baron Schwarz Senborn, Director General, who accepted it with many thanks. It will be placed in the Athenæum and Mechanics' Institute, founded by himself in Vienna.

We also desire to express our thanks to P. Cunliffe Owen, Esq., the able representative of her Britannic Majesty's Government at the Vienna Exposition, for the many civilities he extended to us and for the valuable information he imparted, being the result of an experience gained in having represented the British Government at every important Exposition held since the one in London in 1851, and much of the admirable management of the English Department was due to his exertions.

We are also indebted to the Hon. W. P. Blake, Centennial Commissioner, Mr. Henry Pettit, Special Agent, and H. J. Schwartzman, Assistant Engineer of the Park Commission, for many civilities at Vienna and for much valuable information.

Respectfully, your obedient servants,

J. E. MITCHELL, *President*,

JOHN E. GRAEFF,

GEORGE DE B. KEIM,

CHARLES S. MURPHY,

JOHN L. HILL,

J. E. GILLINGHAM,*

WM. L. ELKINS,

WM. DE LA BARRE,

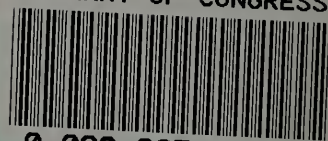
CHARLES H. T. COLLIS, *Sec'y*,

Assistant Secretary.

*Mr. J. E. Gillingham, who is still absent in Europe, has authorized his name to be attached hereto.



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